SECTION 16.2 STREET TYPES

16.20 Street Types and Location – Specific street types are allowed within the Form-Based Districts (FBD) as identified on Table 16.2.0. Table 16.2.0 indicates the street types permitted with a short description of the intent and criteria for each. These street types must comply with the design standards in Figure 16.2.1 and the Town of Amherst Landscaping Guidelines.

Table 16.2.0 – Street Types for Form-Based Districts (FBD)

Street Type	*Intent and Criteria*	*NAVC*	*AC*	*R-VF*	*ED-F*
Commercial/ Civic Street Type	This street type is intended to encourage vitality, better organize parking, and improve the pedestrian and bicycling infrastructure in the village centers. The street type intends to create a local slow-movement street suitable to a walkable pedestrian-friendly center with on-street parking, traffic calming, frequent crosswalks, street trees and high density uses. Street frontages are defined by buildings that provide a mix of uses with shops, offices, civic uses and homes and screen parking that is oriented to the rear of the site. These streets create a safe and walkable environment with raised curbs, storm drain inlets and striped on-street parking. Trees shall define the edge of the street, provide shade, and include native species appropriate to the site and complementary to the heritage of Amherst. Trees planted in regular intervals along the street allow for adequate space for street furniture and other sidewalk amenities.	X			
Commercial Street Type	This street type is intended to encourage vitality, better organize parking, improve pedestrian and bicycling access, increase attractiveness, and provide traffic calming for a commercial roadway. This street type intends to create a local moderate-movement street that buffers pedestrian and bicycles from traffic with a landscaped area at the street edge while providing convenience and storefront visibility for commercial uses.	X			
Village Commercial Street Type	This street type is intended to improve pedestrian and bicycle access, provide safe crossings and landscaped edges along a low density, primarily commercial roadway. This street type intends to create a local moderate-movement street that buffers pedestrian and bicycles from traffic with a landscaped area at the street edge and meandering paths that meet road crossings at strategic intersections.		X		X
Village Residential Street Type	This street type is intended to maintain Amherst's existing village residential community character. The street type intends to create a local slow movement street suitable to a pedestrian and bicycle friendly residential street with traffic calming, crosswalks, street trees and low density uses. Street frontages are defined by yards and open spaces that provide an attractive setting for village residential buildings.	X		X	
Access Street Type	This street type is intended to create access for sites not located on a public way and intends to be an integral feature of new developments in such locations. The street type intends to create a local slow movement street that provides vehicular and pedestrian circulation with sidewalks and crosswalks and on-street parking on a tree-lined way that allows public access to the rear of building lots, parking, utility or service areas or otherwise undevelopable site locations. An access road must be used with new development in lieu of any driveway over 100 feet in length. The location and orientation shall be planned in	X	X	X	

	concert with, and as a larger system of, other potential and existing roadways. Streets shall be developed to Town subdivision standards to provide legal frontage.				
Multi-Purpose Pathway	This street type is intended to create a meandering public path for pedestrian and bicycle use that creates a level of interest and variety in accessing parks, open space and conservation areas. This non-vehicular path runs adjacent to other streets or natural features and connects directly to the sidewalk and bicycle path network that is associated with other street types.	X	X	X	

16.21 Street Networks and Connectivity – Form-Based Districts (FBD) shall have an interconnected network of streets and shall achieve the following transportation objectives:

16.210 The ability to accommodate existing or anticipated public transit improvements and facilities, such as bus stops, dedicated bus pull-off lanes and turn-arounds. A dedicated bus pull-off lane for mass transit shall be 8 feet wide by 50 feet long to prevent bus stops in traffic lanes.

16.211 All streets established by street type shall either be a public way or a private statutory way. Private, closed or gated streets are prohibited.

16.212 Sidewalks and rows of street trees must be provided on both sides of all primary streets as described within the street types. To allow healthy tree growth, when street trees will be planted in tree wells or planting strips narrower than 10 feet, the developer must support the surrounding sidewalk and parking lane with structural soil or provide an equivalent soil volume using a method acceptable to the Amherst Tree Warden. Additionally, refer to the Town of Amherst Landscaping Guidelines for best practices and species recommendations.

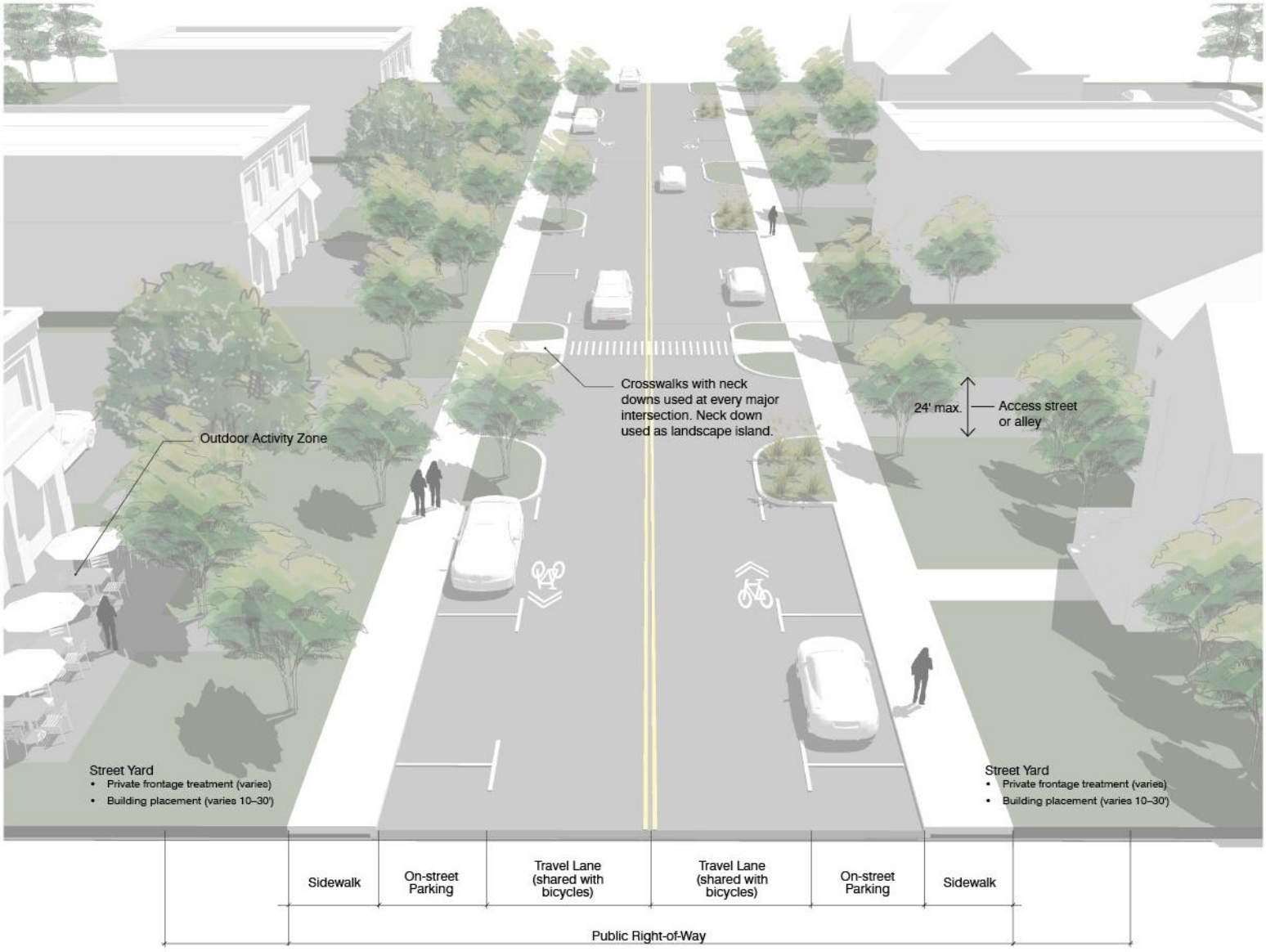
16.213 Modes of transportation that offer an alternative to vehicular transportation shall be given equal priority in street design including pedestrian, bicycle, and public transportation travel.

16.22 Street Design Standards – The street types shall be designed in accordance with all standards in Table 16.2.0 and Figure 16.2.1. The specific design of each street must follow the cross-sections illustrated in Figure 16.2.1 for each street type. The right-of-way layout for each street type including various combinations of travel lanes, parking aisles, curbing, planting areas and sidewalks shall supersede any conflicting standards. The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.

16.23 Additional Street Types – Additional street types are not permitted except where a special circumstance may warrant an additional street type design consistent with the intent and criteria of the street types outlined above. The defined street types are intended to capture each of the possible variations in street use and type within the form-based districts; however, special circumstances may warrant modification or addition of a street type. Please refer to Section 16.9 Administration.

FIGURE 16.2.1 - STREET TYPES - COMMERCIAL/CIVIC STREET TYPE

Cross Section/Perspective View



DESIGN CHARACTERISTICS

Location(s) of Street Type:

1. Sunderland Road - south of Mill River to the intersection of Meadow Street and Pine Street.
2. Montague Road - south of Mill River to the intersection of Sunderland Road.
3. Meadow Street - from the west extent of the NAVC Form-Based District to the intersection of North Pleasant Street.
4. North Pleasant Street - from the south extent of the NAVC Form-Based District to the intersection of Meadow and Pine Streets.
5. Pine Street - from the east extent of the NAVC Form-Based District to the intersection of North Pleasant Street.

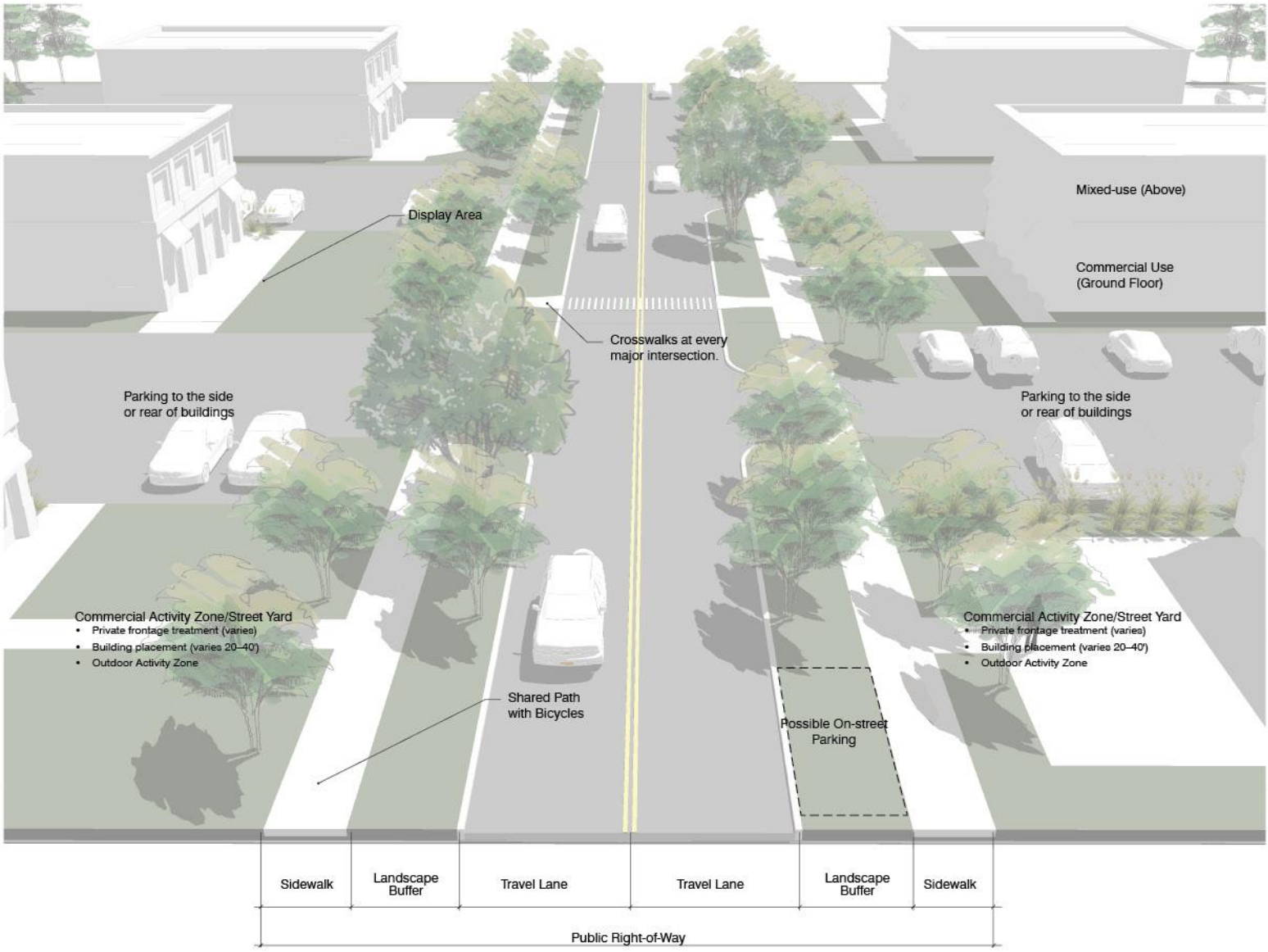
The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.

Movement	Free Movement
Traffic Lanes	Two- 12 feet (maximum)
Parking Lanes	Two- 8 feet (maximum)
R.O.W Width	50 feet
Pavement Width	40 feet
Traffic Flow	Two ways
Curb Type	Raised granite
Curb Radius	30 feet
Vehicular Design Speed	40 MPH
Pedestrian Crossing Time	4 Seconds
Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)

Road Edge Treatment	Curb
Planter Strip/ Box Width	NA
Planter Type	NA
Planting Pattern	NA
Tree Type	Varied Street Trees
Utilities	Below Grade (preferred)
Street Light Type	Street Scale Ornamental
Street Light Spacing	30 foot Intervals
Bike Way Type	With flow
Bike Way Width	None
Sidewalk Placement	Both Sides
Sidewalk Width	5 feet public/private extension possible

FIGURE 16.2.1 - STREET TYPES - COMMERCIAL STREET TYPE

Cross Section/Perspective View



DESIGN CHARACTERISTICS

Location(s) of Street Type:

1. Sunderland Road - north of Mill River to the north extent of the NAVC Form-Based District.
2. Cowls Road - from the intersection of Sunderland Road to the east extent of the NAVC Form-Based District.

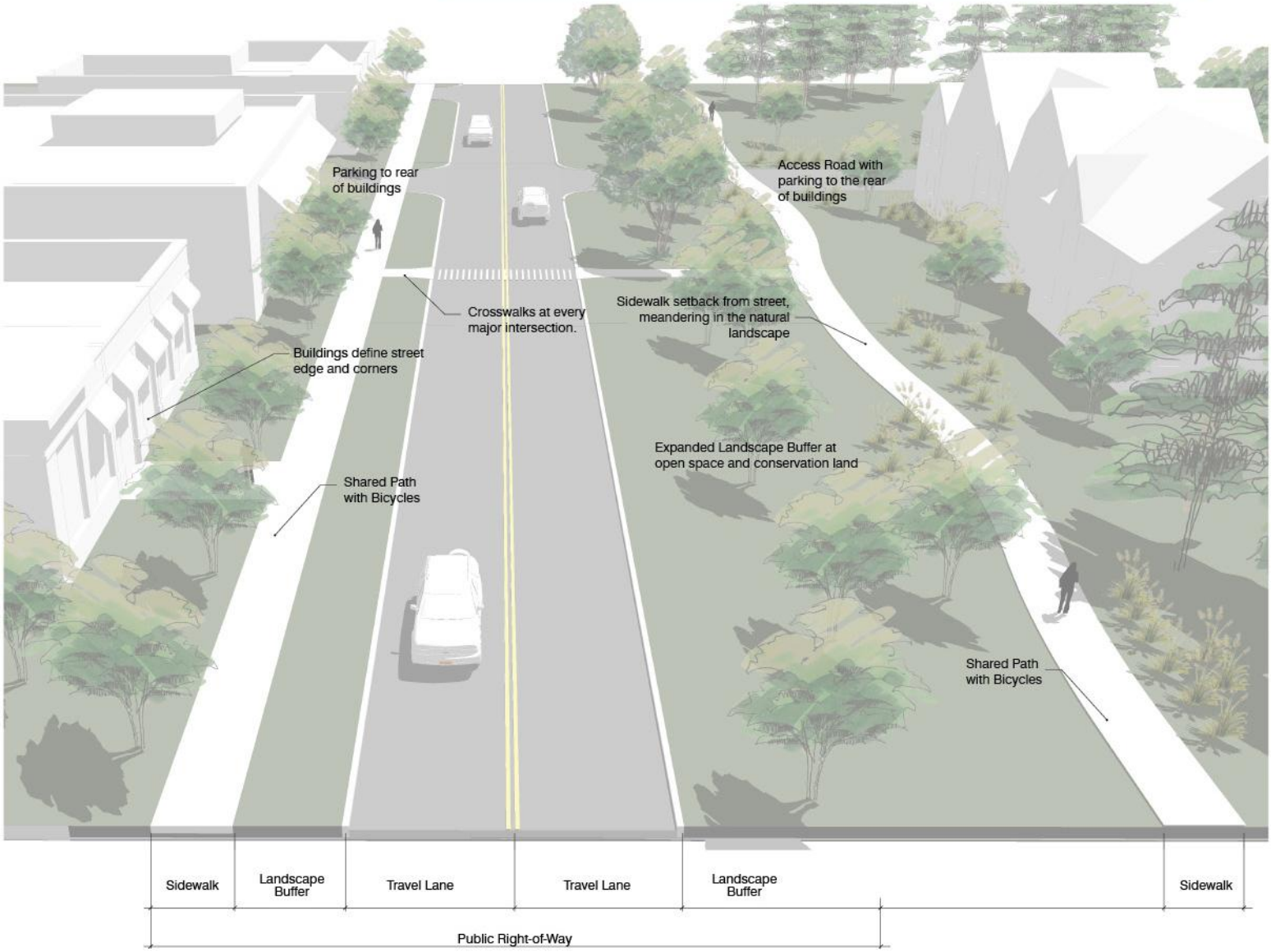
Movement	Free Movement
Traffic Lanes	Two- 12 foot
Parking Lanes	NA
R.O.W Width	52 feet
Pavement Width	24 feet
Traffic Flow	Two ways
Curb Type	Raised granite
Curb Radius	30 feet
Vehicular Design Speed	45 MPH
Pedestrian Crossing Time	4 Seconds
Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)

Road Edge Treatment	Curb
Planter Strip/ Box Width	8 feet
Planter Type	Continuous
Planting Pattern	Clustered/Irregular
Tree Type	Selected Street Trees
Utilities	Below Grade (preferred)
Street Light Type	Street Scale Ornamental
Street Light Spacing	40 foot Intervals
Bike Way Type	Shared-use Sidewalk
Bike Way Width	6 feet (minimum)
Sidewalk Placement	Both Sides
Sidewalk Width	6 feet public/private extension possible

The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.

FIGURE 16.2.1 - STREET TYPES - VILLAGE COMMERCIAL STREET TYPE

Cross Section/Perspective View



DESIGN CHARACTERISTICS

Location(s) of Street Type:

1. Bay Road - from the east extent of the AC Form-Based District to the intersection of West Street.
2. West Bay Road - from the west extent of the AC Form-Based District to the intersection of West Street.
3. West Street - from the north extent of the AC Form-Based Overlay District to the south extent of the AC Form-Based District.

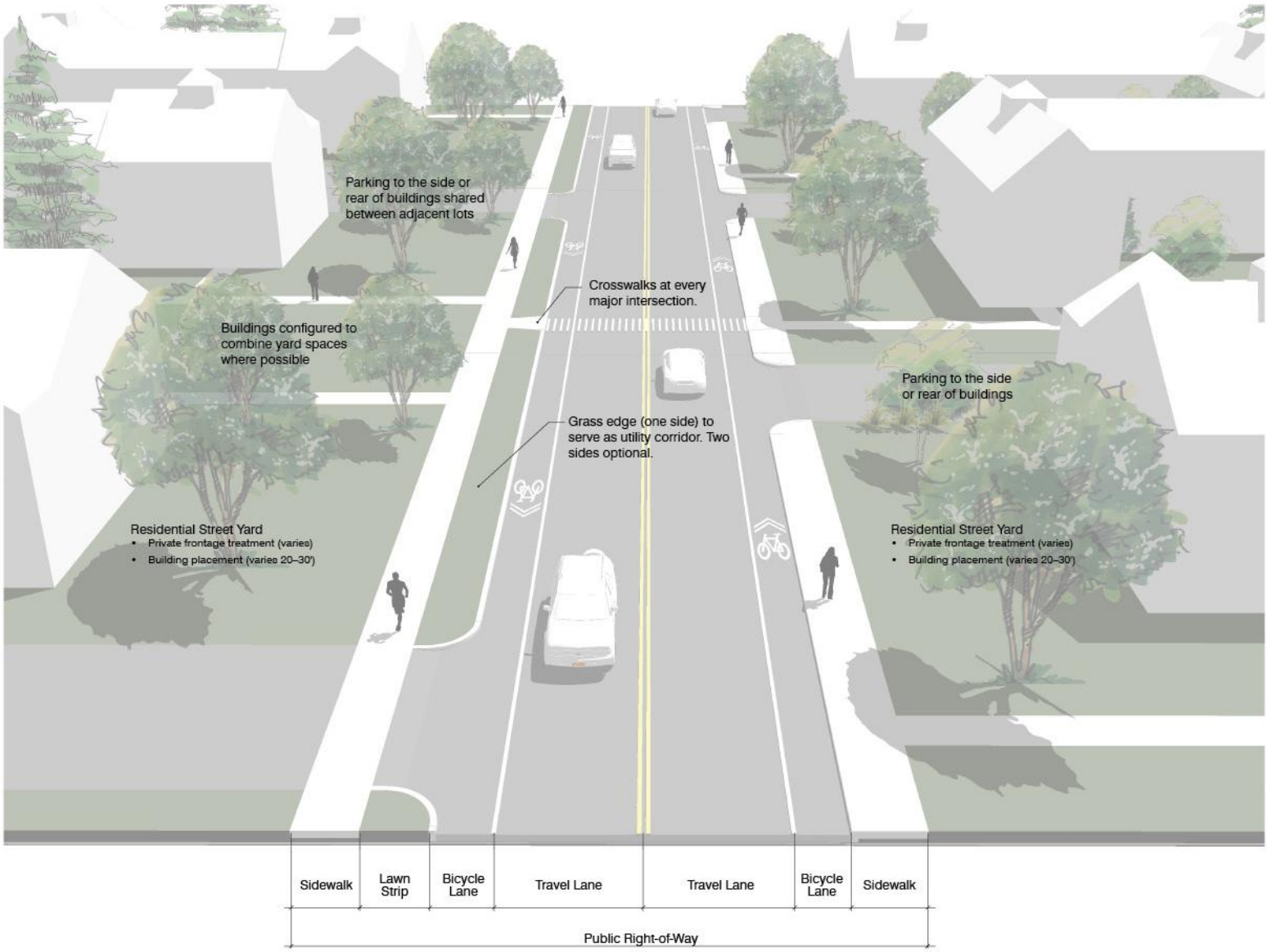
Movement	Free Movement
Traffic Lanes	Two- 12 foot
Parking Lanes	NA
R.O.W Width	52 feet
Pavement Width	24 feet
Traffic Flow	Two ways
Curb Type	Raised granite
Curb Radius	30 feet
Vehicular Design Speed	45 MPH
Pedestrian Crossing Time	4 Seconds
Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)

Road Edge Treatment	Curb
Planter Strip/ Box Width	8 feet (minimum), expand at open spaces
Planter Type	Continuous
Planting Pattern	Clustered/Irregular
Tree Type	Selected Street Trees
Utilities	Below Grade (preferred)
Street Light Type	Street Scale Ornamental
Street Light Spacing	40 foot Intervals
Bike Way Type	Shared-use Sidewalk
Bike Way Width	6 feet (minimum)
Sidewalk Placement	Both Sides
Sidewalk Width	6 feet public/private extension possible

The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.

FIGURE 16.2.1 - STREET TYPES - VILLAGE RESIDENTIAL STREET TYPE

Cross Section/Perspective View



DESIGN CHARACTERISTICS

Location(s) of Street Type:

1. Montague Road - north of Mill River to the north extent of the R-VF Form-Based Overlay District.
2. Cowls Road - from the west extent of the R-VF Form-Based Overlay District to the intersection of Montague Road.
3. Meadow Street - from the west extent of the R-VF Form-Based Overlay District to the west extent of the NAVC Form-Based District.
4. Pine Street - from the east extent of the R-VF Form-Based Overlay District to the east extent of the NAVC Form-Based District.
5. North Pleasant Street - from the south extent of the R-VF Form-Based Overlay District to the south extent of the NAVC Form-Based District.

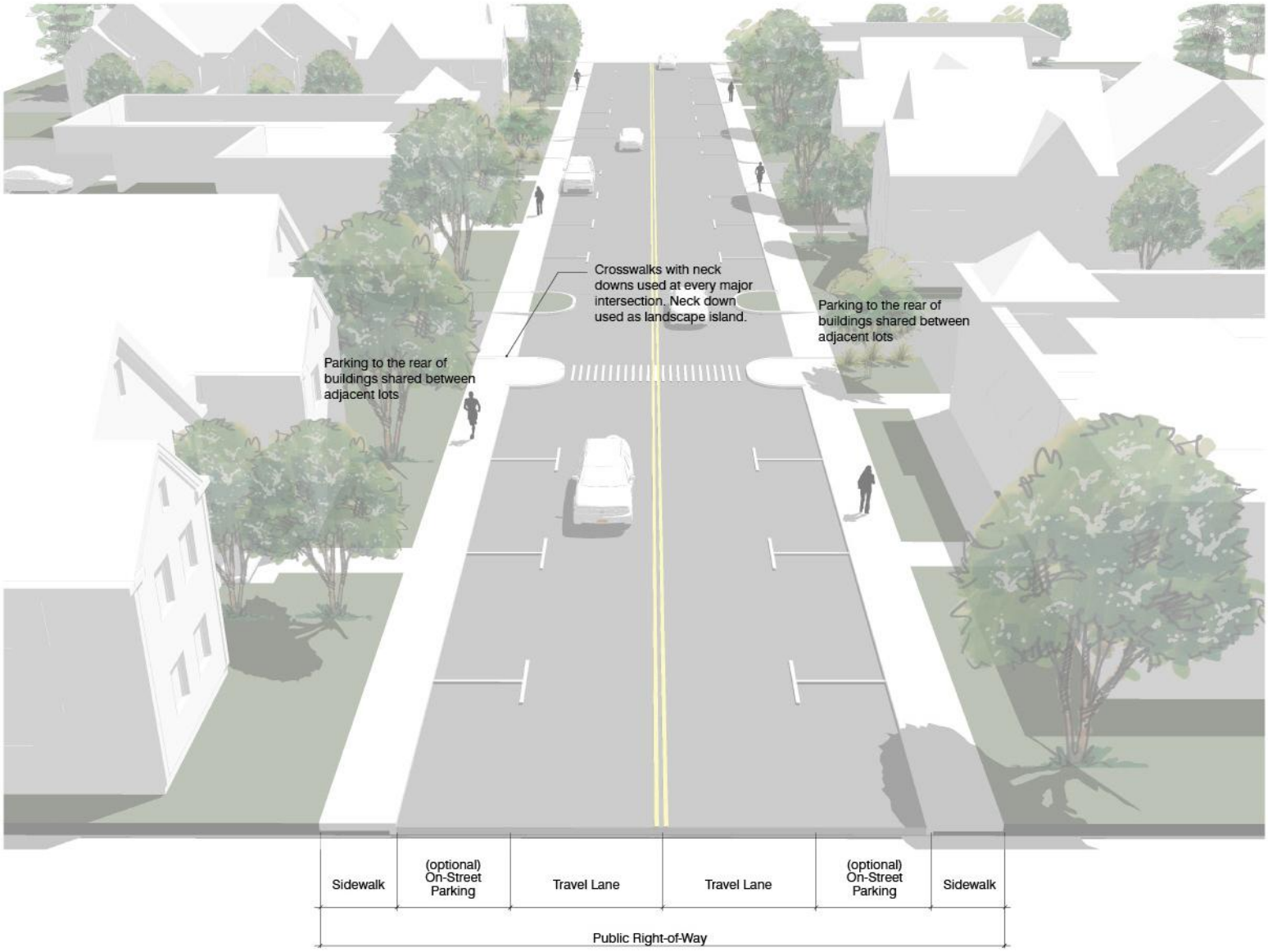
The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.

Movement	Free Movement
Traffic Lanes	Two- 11 foot (maximum)
Parking Lanes	NA
R.O.W Width	45 feet
Pavement Width	30 feet
Traffic Flow	Two ways
Curb Type	Raised granite
Curb Radius	15 feet
Vehicular Design Speed	30 MPH
Pedestrian Crossing Time	4.5 Seconds
Turning Lanes	Not to exceed 10 feet (except at intersections to maintain turning radii)

Road Edge Treatment	Curb
Planter Strip/ Box Width	5 feet (one side only)
Planter Type	Continuous
Planting Pattern	Lawn
Tree Type	NA
Utilities	Below Grade (preferred)
Street Light Type	Street Scale Ornamental
Street Light Spacing	30 foot Intervals
Bike Way Type	With flow
Bike Way Width	4 feet (maximum)
Sidewalk Placement	Both Sides
Sidewalk Width	5 feet (maximum)

FIGURE 16.2.1 - STREET TYPES - ACCESS STREET TYPE

Cross Section/Perspective View



DESIGN CHARACTERISTICS

Location(s) of Street Type:
1. New roadways associated with interior block development.

Movement	Free Movement
Traffic Lanes	Two- 10 feet (maximum)
Parking Lanes	Two- 8 feet (maximum)
R.O.W Width	48 feet (32 feet minimum)
Pavement Width	38 feet
Traffic Flow	Two ways
Curb Type	Raised granite
Curb Radius	30 feet
Vehicular Design Speed	25 MPH
Pedestrian Crossing Time	4 Seconds

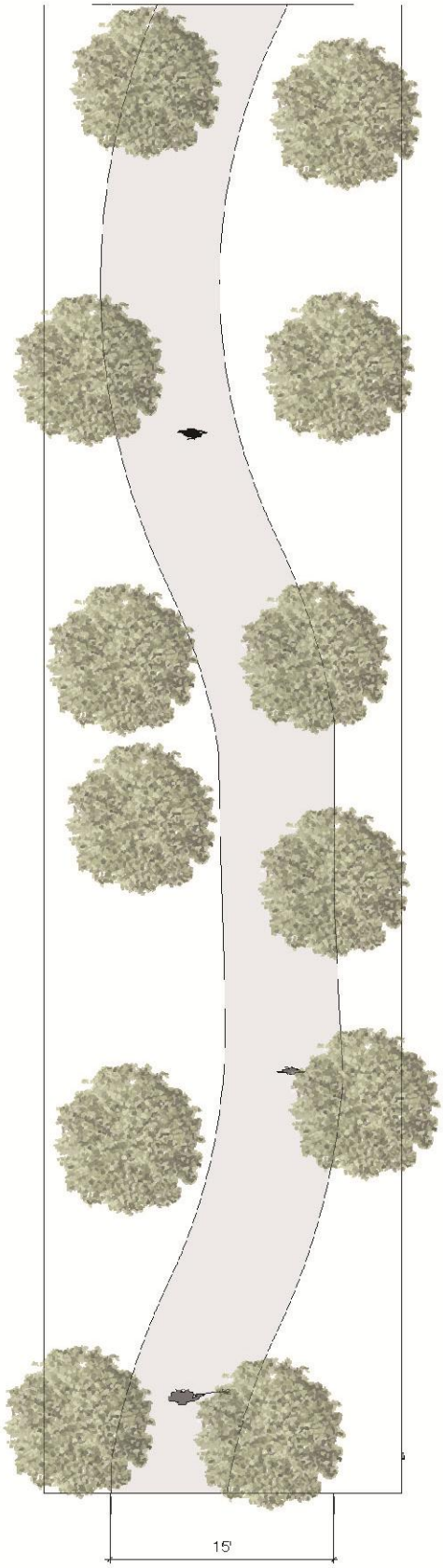
Road Edge Treatment	Curb
Planter Strip/ Box Width	NA
Planter Type	NA
Planting Pattern	NA
Tree Type	NA
Utilities	Below Grade (preferred)
Street Light Type	Street Scale Ornamental
Street Light Spacing	30 foot Intervals
Bike Way Type	Not Dedicated; With flow
Bike Way Width	None
Sidewalk Placement	Both Sides
Sidewalk Width	5 feet public/private extension possible

The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.

FIGURE 16.2.1 - MULTI-PURPOSE PATHWAY

Cross Section/Perspective View

Plan View



DESIGN CHARACTERISTICS

Movement	Slow Movement
R.O.W Width	15 feet
Pavement Width	8 feet
Traffic Flow	Two Ways
Curb Type	None
Pedestrian Crossing Time	NA
Planter Strip/ Box Width	None
Planter Type	Continuous
Planting Pattern	Clustered/Irregular
Tree Type	Variable species
Utilities	Below grade (preferred)
Street Light Type	Pedestrian Scale Ornamental
Street Light Spacing	30 foot Intervals
Bike Way Type	Shared-use Sidewalk
Bike Way Width	8 feet
Sidewalk Placement	Varies
Sidewalk Width	8 feet public/private extension possible

Location(s) of Street Type:
1. New pedestrian access to locations independent of roadways. For example, walkways at Mill River.

The illustrations of Figure 16.2.1 represent one possible solution for exact dimensions, exact conditions may vary; proposals shall meet the intent shown.